

April 1.

SCH. HIRAM LOWELL FLOATED.

Came Off Rocks Easily After Coal Cargo Was Lightered.

The Bucksport sch. Hiram Lowell, ashore since the gale of last Thursday on Quinnepeg rocks, in the harbor of New London, Conn., was hauled off at 2.50 o'clock yesterday afternoon. The Lowell was towed up the harbor with lighter Capt. Jack alongside, by tug Harriet. She was put in shallow water to await the decision of the owner as to where repairs will be made.

The Lowell was practically an easy proposition for the T. A. Scott Co. to handle. She is a two-master of deep draught and was fast on the rocks. The last of the coal was taken from the hold yesterday morning and when the tide was coming in yesterday afternoon the tug pulled on her. The vessel came off over the rocks without a great deal of effort being made.

In the bottom of the schooner is a good sized hole, which was made by striking the rocks. Had not the weather interfered, the wreckers think they would have been able to get the Lowell off sooner.

Robinson Fisheries Co.'s Fleet.

After being on the King & Wing ways all winter the Robinson Fisheries Co.'s schooner Alice arrived at Anacortes, Wash., on Monday evening and was followed Wednesday evening by her sister ship, sch. Joseph Russ. Both are now at the Robinson dock getting ready for the trip to Bering Sea and began this morning taking on their supplies of salt in sacks, the Alice taking on 200 tons and the Russ 235 tons.

This salt arrived from San Francisco late Monday night on board the steam schooner J. Marhoffer, which came in to port at 11.15 Monday night with 600 tons of salt for the Robinson Fisheries Co. The salt comes in sacks, 100 pounds to the sack.

Preparations for the northern trip are also under way at J. A. Matheson's plant, and it is expected that sch. Fanny Dutard and brig Harriet G. will sail about April 12.

April 1.

Fishing Fleet Movements.

Sch. Claudia was at Liverpool, N. S., Wednesday, and cleared.

Schs. Catherine and Ellen, Tattler, Dictator and Cecil H. Low were at Shelburne, N. S., and cleared.

Sch. Blanche was at Halifax, N. S., on Monday for bait.

Sch. Arginia, which took out her cargo of frozen herring at Boston, arrived at Halifax Monday.

The Lunenburg banker Clintonia was at Halifax Monday.

The British sch. Burleigh arrived at Halifax, N. S., Monday, from St. John's, N. E., with 3800 quintals of cured fish.

Sch. William A. Morse of Provincetown is on Burnham's railways to repair the damage caused by going ashore at her home port during last Thursday's gale.

Sch. Parthia will engage in salt bank dory handlining under command of Capt. Nelson Thorburn.

It is now reported that sch. Nellie Dixon will not go another trip, but that Capt. James Ellis will bring her here, and fit right away for south seining.

Sch. Arabia is fitting for south seining under command of Capt. Lyman Wilde.

Capt. William Goodwin will now fit sch. Thomas Brundage for Rips fishing.

PORT OF GLOUCESTER.**Arrived Today.**

Sch. Andrew Peters, Boston for Rockland.

Barges Shamokin and Strafford, in tow of tug Paoli, South Amboy for Boston.

Harbor Notes.

Sch. Ada K. Damon is having a new foremast stepped at the Rocky Neck shears.

Sch. Robert and Arthur is having a new mainmast stepped at Burnham's shears.

Sch. E. C. Hussey is on Parkhurst's railways.

Sch. Priscilla Smith is on the Rocky Neck railways.

Sch. Norton and William A. Morse are on Burnham's railways.

Made Quick Trip.

Capt. Charles O'Neal of sch. Valentina made the record for a short trip and a successful one this week. He left T wharf last Monday night, and ran down off Thacher's island, and was back early yesterday morning with 10,000 pounds of fish, 9000 pounds of which were haddock.

April 1.

STRUCK A GOOD MARKET.

Boston Fish Dealers Eager for Shore Fish.

The fishing vessels at T wharf, Boston, today are revelling in another good market. There were 24 on hand when the bell rang this morning, all being market boats with one exception, sch. Conqueror, Capt. Robertson Giffin with 110,000 pounds of fresh fish, one of the largest fares of the whole season.

In addition, sch. Conqueror has 2000 pounds of halibut, for which she received 11 cents per pound, and thus added materially to the big stock she seems sure to get.

Of the boats the leaders are sch. Emily Cooney, 10,000 pounds, Little Fannie, 10,000 pounds, Dorothy, 17,000 pounds, Helen B. Thomas, 10,000 pounds, Ida S. Brooks, 11,000 pounds, Athena, 13,000 pounds and George E. Lane, Jr., 12,000 pounds. The rest have from 2000 to 9000 pounds.

Some of the smaller boats, there today, and fishing out of here, evidently struck some fine fishing along shore, as sch. Little Fannie has 10,000 pounds, sch. Reliance, 6200 pounds, sch. Julietta, 7500 pounds and sch. Dixie, 5400 pounds.

Off shore haddock brought \$2.75 and shore goods \$3.25, large cod ranged from \$4 to \$5 and market cod from \$3 to \$4.

Boston.

Sch. Mystery, 50,000 haddock, 17,000 cod, 4000 cusk.

Sch. Joseph H. Cromwell, 4500 haddock, 2000 cod.

Sch. Emily Cooney, 8500 haddock, 1000 cod.

Sch. Nettie, 4500 haddock, 200 cod.

Sch. Little Fannie, 10,000 haddock, 400 cod.

Sch. Dixie, 400 haddock, 5000 cod.

Sch. Julietta, 7000 haddock, 500 cod.

Sch. Two Sisters.

Sch. Reliance, 6000 haddock, 200 cod.

Sch. Seacomet, 4000 haddock, 500 cod, 3000 hake.

Sch. Genesta, 8000 haddock, 1000 cod.

Sch. Dorothy, 15,000 haddock, 2000 cod.

Sch. Conqueror, 60,000 haddock, 40,000 cod, 10,000 cusk, 2000 halibut.

Sch. Emerald, 2000 haddock.

Sch. Pete, 1500 haddock, 500 cod.

Sch. Walter P. Goulart, 7000 haddock, 1000 cod, 1000 hake.

Sch. Warren M. Goodspeed, 10,000 haddock, 3000 cod.

Sch. Helen B. Thomas, 7000 haddock, 1500 cod, 1500 cusk.

Steamer Bessie M. Dugan, 5000 haddock, 1000 cod.

Sch. Viking, 6000 haddock, 200 cod, 500 hake.

Sch. Tecumseh, 5000 haddock, 1000 cod.

Sch. Ida S. Brooks, 10,000 haddock, 1000 cod.

Sch. George E. Lane, Jr., 6700 haddock, 1000 cod, 4000 cusk.

Sch. Athena, 12,000 haddock, 500 cod.

Haddock, \$2.75 to \$3.25 per cwt.; large cod, \$4 to \$5; market cod, \$3.50 to \$4; cusk, \$2 to \$2.25; hake, \$1.50; halibut, 11c per lb.

Portland Arrivals.

The fishing steamer Elthier was in Tuesday with a good catch, landing 6000 pounds of cod and 4000 pounds of haddock. She also found 35 lobsters in her nets. Outside of the Elthier the only fish received Tuesday were from the small boats. Most of the fleet are still at the wharves owing to continued rough weather outside.

April 1.

Today's Receipts.

Sch. Mildred Robinson, via Boston, 40,000 lbs. fresh fish.

Sch. Elmer E. Gray, via Boston, 25,000 lbs. fresh fish.

Sch. Morning Star, via Boston, 20,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, via Boston.

Sch. Railroad, Maine port, salted clams for bait.

Sch. Mary E. Sinnett, shore.

Sch. Elizabeth W. Nunan, shore.

Sch. Mary B. Greer, shore.

April 1.

Vessels Sailed.

Sch. Leo, haddocking.

Sch. Emily Sears, haddocking.

Sch. Mary E. Cooney, haddocking.

Sch. Teresa and Alice, haddocking.

Sch. Elizabeth W. Nunan, haddocking.

Sch. Gossip, salt shacking.

Sch. Hattie A. Heckman, south seining.

Sch. Effie M. Prior, south seining.

Sch. W. H. Moody, Georges.

April 1.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 8½ cents per pound for white and 6 cents per pound for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00 snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

April 2.

LOW PRICES RULE MARKET.

Some Fine Trips of Fish at Boston This Morning.

A fleet of 27 shore boats is at T wharf this morning and some of the crafts have pretty good trips, especially sch. Buema which has been on an off shore trip to Georges and has 34,000 pounds of fresh fish, mostly haddock.

Some of the boats have evidently struck fine fishing while others were not so successful. Sch. Evelyn L. Thompson has 23,000 pounds, sch. Belbina P. Domingoes 17,000 pounds, sch. Edith Silveira 10,000 pounds, sch. Pontiac 12,000 pounds, sch. Thomas J. Carroll 12,000 pounds, sch. Aspinet 13,000 pounds, sch. Sylvia M. Nunan 12,000 pounds, sch. Minerva 15,000 pounds, sch. Stranger 11,000 pounds, sch. Florida 17,000 pounds and sch. Mary T. Fallon 12,000 pounds.

Others of the fleet have from 2000 to 9000 pounds.

Prices are not very good as new haddock are quoted only at \$2 and \$2.50, large cod are bringing \$4 to \$5 and market cod \$2 to \$3.

Two of the big Italian power boats, Scotia and Pedre Eterno, of the T wharf fleet are now marketing their catches through the Fishing Exchange.

The captains of the off shore vessels at T wharf on Wednesday all reported very bad weather on the banks last week.

On the Yarmouth steamer at Boston yesterday there were 423 crates of live lobsters and two boxes of green eastern salmon. The salmon season on the Penobscot river opened yesterday, and the Boston dealers hope to have green salmon from there within a day or two.

The scallop season closed yesterday, and there will be no more fresh scallops until next fall. There are still salted scallops in the stores, and some of the hotels and largest restaurants have supplied themselves in anticipation of the closing of the season.

Alewives are beginning to come in larger quantities, and yesterday morning 30 barrels were received, coming from Connecticut, New Bedford and Vineyard Haven and Hyannis.

QUICK COASTING TRIP.

Cargo of Granite Unloaded from sch.

Ervin J. Luce in Three Hours.

Capt. Paschal of the little two-masted sch. Ervin J. Luce, of Rockport, engaged in the granite-carrying trade from Cape Ann to Boston, is the holder of a record that will require some hustling on the part of others to equal. On a recent trip from Lanesville, the vessel arrived at Boston, had unloaded 215 tons of granite and sailed on a return trip in three hours' time. Some of the blocks of granite weighed from five to 10 tons.

April 2.

Clam Diggers Present Case.

Newburyport and Essex Object to Proposed Legislation.

Appointment of Officer to Secure Law Enforcement Urged.

Essex county was given its inning yesterday to voice its opposition to the recommendations of the fish and game commission to permit the leasing of flats by the state.

Former Senator George A. Schofield made an extended argument, relating in detail the history of the clam legislation for many years past. His principle contention was that the state cannot give away public rights to private individuals, and to do so would be unconstitutional.

At the outset of his remarks Mr. Schofield called attention to the sentiment of Essex county with regard to these recommendations. Every city and town, which is at all interested in this matter has taken some action, and Essex county is a unit in opposition to the state leasing of flats.

Mr. Schofield said he was surprised at the attitude of the commissioners in distrusting local authorities in the granting of permits. In his town of Ipswich, which is the first in the state in the clam industry, this scheme has always worked advantageously, and there has never been any complaint. The trouble lies in those places where the laws are not rigidly enforced. There are sufficient laws now on the statute books with relation to the clam industry, and a proper enforcement of them would look after the propagation of clams and utilizing of undeveloped land. It has been said many times, Mr. Schofield remarked, that the fish are God's gift to the poor. This proposition means the taking away of God's gift to the poor.

Continuing, Mr. Schofield said that The Fish Trust is Behind the Whole Proposition.

He did not say that the fish trust is the guiding spirit of the commission, but that they had improperly influenced the members of the commission to believe that this was a good proposition. It offers every opportunity for private capital to enrich itself at the expense of public rights. It is on this general proposition that he opposed the recommendations or any recommendations of a similar nature.

Mr. Schofield said that he did not differ with the commission on the question of the propagation of the clam. He admitted that the commission's scheme of propagation was one worthy of careful consideration, as long as it will not interfere with the privileges the public now enjoys. What he urged particularly is the enactment of some law regulating the size of the marketable clam, just as there is a law at the present time regulating the size of the marketable lobster. This, Mr. Schofield said was a step in the right direction in the protection of the lobster, and would mean more to the clam, in so far as propagation is concerned than the recommendations proposed by the commission. It is a

question that must be given serious consideration and be urged that the committee report some bill based along those lines.

Following along the line of this suggestion, Mr. Schofield suggested the licensing of diggers and the appointment of an inspector in the different towns to enforce the laws. This officer should be paid out of the money received from the licensing fees, and he should have much the same authority as the present time milk inspector.

Mr. Schofield contended that it is unconstitutional to lease away public rights to private individuals. The towns are able to take care of themselves far better than can any state commission for them. In closing his argument Mr. Schofield pointed out the dangers or the entering wedge that might arise from the adoption of the recommendation of the commission.

Representative Fogg of Newburyport followed. He said that he opposed the recommendations on the general principle of state control of flats. In Newburyport there are as many clams, and more than can be handled, and no state regulation can in any way affect conditions in Newburyport. All land is utilized and What Newburyport Wants is to be Let Alone.

Last year there were \$61,000 worth of clams sent out from Newburyport, and this year a still larger amount will be sent out. Mr. Fogg said that he opposed not only the state control of clam flats, but also of any department of the city or town government, the school committee as well as the police department.

Representative Durgin of Wenham filed a long petition from the residents of his district in opposition to the recommendations of the commission.

Representative Adams of Marblehead said that at the last town meeting the town voted unanimously to oppose these recommendations, and he filed a petition from the residents of his town to that effect.

Representative Wallis of Beverly said that he was opposed to the taking away of any rights from the people for the benefit of some private interests. His city government has taken official action in opposition to the recommendations.

Mr. Schofield interposed to remark that he considered it the worst of bad taste on the part of the fish and game commission to send out petitions asking for support on one side of the question without doing so for those whom they knew were opposed. He questioned the right of the commission in expending money for the furtherance of their own views without giving an equal chance to the remonstrants.

Frank C. Richardson, Esq., of Essex, who appeared by a vote of the town, said that he found fault with the system and not the commission. He thought that the commission knew nothing regarding the practical side of the clam industry, and in view of that situation Essex asks to be let alone. Is this commission more competent to deal with our affairs than we are? he asked.

The Commission Has Not Shown Itself to be Such a Roaring Success

that they can come down to Essex and run the clam industry. There are more clams in Essex today than what they can sell in spite of the report of the commission that the clam industry is declining. These recommendations, if enacted into law, will result eventually in the posting of "no-trespassing" signs along the shore front, much the same way as is now done in certain cases of private estates.

Mayor Hunt of Newburyport contended that this is purely a local issue. The report states that Newburyport is pre-eminently at the head of the clam industry, and the city resents and objects strenuously for the state to step in and tell them how to run their flats. He urged, however, that the state board of health be requested to take action in preventing the cities of Lowell and Haverhill from emptying their sewage in the river. He contended that this is hurting the industry in Newburyport to no small extent.

Others who spoke in opposition to these recommendations were Selectman Leslie Emerson of Rowley, Representative Hamilton J. Greene of Oak Bluffs and Charles G. Hill of Ipswich.

The committee will consider the matter in executive session, at which time Mr. Schofield, together with County Commissioner Kimball and the members of the fish and game commission will have another opportunity to be heard.

April 2.

Seven Sealers in the Ice.

Seven sealing steamers are imprisoned in the ice fields of the northern coast of Newfoundland. The vessels were sighted from land yesterday but did not communicate with the shore.

No news has been received from the rest of the sealing fleet for two weeks, and it is not known how large the catch has been. The fleet has been out three weeks.

April 2.

Good Haddock Share.

The crew of Lizzie M. Stanley, Capt. Joshua W. Stanley shared \$36 clear as the result of her recent haddock trip.

April 2.

Vessels Sailed.

Sch. Saladin, south seining.
Sch. Lucinda I. Lowell, dory handlining.
Sch. Mary E. Sinnett, haddocking.
Sch. Mary E. Greer, haddocking.
Sch. Flora J. Sears, haddocking.
Sch. Walter P. Goulart, haddocking.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 8½ cents per pound for white and 6 cents per pound for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00 snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Capt. George H. Hamor is fitting sch. Lena and Maud for south mackerel seining.

Capt. John O'Brien is fitting sch. Annie Greenlaw for south mackerel seining.

Sch. Lucinda I. Lowell has fitted for salt bank dory handlining under command of Capt. Simon Hirtle.

Schs. Minnie M. Mosher and Maderia sailed from Lunenburg, N. S., Monday for the banks.

Sch. Dictator, of this port, was at Halifax Tuesday, for a new main boom.

Sch. Coronation, from Boston, where she took out her cargo of frozen herring, arrived home at Lunenburg, N. S., Monday.

Sch. Agnes of this port was at Portland yesterday with 9000 pounds of fresh halibut.

Capt. Lewis Devine will now fit sch. Mildred Robinson for a fresh and salt shack trip.

Capt. George Nelson of Boothbay Harbor, Me., will be here Monday to fit sch. Elmer E. Gray for a salt cod trip to Cape North and later in the season will engage in dory handlining in the same craft.

No Arrivals Here Today.

There are no arrivals here this morning, but the harbor is very lively with vessels painting and fitting out for seining, dory handlining, etc.

Sch. Mildred Robinson came from Boston Wednesday afternoon with 40,000 pounds of fresh fish and sch. Elmer E. Gray with 25,000 pounds of fresh fish for the splitters. Yesterday morning sch. Morning Star also arrived from the same place with 25,000 pounds of fresh fish, which also went to the splitters.

Sch. Lizzie M. Stanley came down from Boston Wednesday afternoon, but brought no fish, and is here to fit out for south seining under command of her master and owner, Capt. Joshua W. Stanley.

Boston.

Sch. Hope, 2500 haddock, 1000 cod.

Sch. F. D. Brown.

Sch. Sarah, 2500 haddock.

Sch. Hortense, 6000 haddock, 2000 cod.

Sch. Ida M. Silva, 5500 haddock, 400 cod.

Sch. Buema, 30,000 haddock, 3500 cod.

Sch. Sylvia M. Nunan, 7000 haddock, 2000 cod, 2500 cusk.

Sch. Minerva, 8000 haddock, 5000 cod, 2000 hake.

Sch. Evelyn L. Thompson, 19,000 haddock, 4000 cod.

Sch. Stranger, 10,000 haddock, 1000 cod.

Sch. Florida, 16,000 haddock, 1000 cod.

Sch. Teresa and Alice, 10,000 haddock, 1000 cod.

Sch. Rose Standish, 4500 haddock, 1000 cod.

Sch. Mary T. Fallon, 7000 haddock, 5000 cod, 500 hake.

Sch. Massasoit, 3000 haddock, 200 cod.

Sch. Washakie, 2500 haddock, 2500 cod, 1000 pollock.

Sch. Edith Silveira, 9000 haddock, 1000 cod.

Sch. Belbina P. Domingoes, 16,000 haddock, 1000 cod.

Sch. Pontiac, 11,000 haddock, 1000 cod.

Sch. Aspinet, 15,000 haddock, 2500 cod.

Sch. Blanche F. Irving, 2000 cod.

Sch. Matiana, 7500 haddock, 1500 cod.

Sch. Thomas J. Carroll, 10,000 haddock, 2000 cod.

Sch. Yankee, 7000 haddock, 500 cod.

April 2.

Sch. Valhalla, 5000 haddock, 1900 cod.
Sch. Mertis H. Perry, 8000 haddock, 1900 cod.
Sch. Marion, 3000 cod.
Haddock, \$2 to \$2.50 per cwt.; large cod, \$4 to \$5; market cod, \$2 to \$3; hake, \$3; cusk, \$1.50; pollock, \$2 to \$3.

Portland Arrivals.

The following vessels with fish arrived, Wednesday:

Sch. Katie Palmer, 5000 pounds.
Sch. Wesley W. Sinnett, 5000 pounds.
Sch. Albert D. Willard, 5000 pounds.
Sch. Sylvia M. Nunan, 12,000 pounds.
Sch. Robert and Carr, 4000 pounds.
Sch. Bernie and Bessie, 3000 pounds.
Sch. Fanny Hayden, 4000 pounds.
Sloop Minerva, 2500 pounds.

The steam seiner Elthier arrived at Portland Wednesday with an average fare of 5000 pounds of mixed fish. The steamer is one of the best producers in the local market and runs in about every day with a catch mounting up to anywhere from five to ten thousand. Tuesday the steamer arrived at Portland with a cargo of mixed fish which netted the men more than the ordinary and they were all greatly pleased with the results achieved.

April 3.

PETITIONS AGAINST BEAM TRAWLERS.

Nova Scotia will Ask Diplomatic Move From Ottawa.

Nova Scotia is up in arms against the steam trawlers. Petitions are being circulated by the score and are being generally signed. The subject is to be considered at Ottawa in a few days and it is expected that the imperial government will be asked to make some diplomatic move in the matter.

In the Canadian House of Assembly last Thursday, Mr. Nickerson gave notice of the following resolution which he will move this week: "That this House deems it imperative to advise the federal government—and it is hereby so advised—of the impending danger to provincial fisheries by the introduction and use, in pelagic waters adjacent to this coast, of devices known as otter trawls, operated by steamers from the British Islands and from France, of which a large influx is contemplated the coming season, thus imperilling our off shore grounds by a method now proved to be most destructive to food fish and their spawn—a fact tacitly admitted by the Dominion government by debarment from the littoral waters that manner of fishing. And it is hereby further resolved that the Canadian government be memorialized to put in motion the powers of diplomacy, through the imperial government, with a view to bringing about an international convention of the countries immediately concerned, for the suppression of this kind of trawling in the open sea."

Petitions by the score are circulating in eastern sections of Nova Scotia against steam trawlers. A Halifax county correspondent writes: "All persons, whether fishermen, merchants or lumbermen or of other occupations, are unanimous in condemning the steam trawler. All readily sign the petitions."

April 3.

Savage Crabs.

The most savage specimen of the crab species is found in Japan, seeming to dream of nothing but fighting, to delight in nothing half so much. The minute he spies another of his kind he scrapes his claws together in rage, challenging him to the combat. Not a moment is wasted in preliminaries, but at it they go hammer and tongs. It sounds like two rocks grinding against one another as their claws rattle against the hard shells. The sand flies as the warriors push each other hither and thither until at last one of them stretches himself out in the sun tired to death. But he does not beg for mercy or attempt to run away, only feebly rubbing his claws together in defiance of the foe. That foe comes closer, and with his claws trembling with joy at his victory the conqueror catches hold of one claw of the vanquished crab, twists it until it comes off and bears away the palpitating limb as a trophy of his prowess. Such is a battle between warrior crabs.

April 3.

FISH RECEIPTS FOR FEBRUARY.

Quantities and Values at This Port and Boston.

According to the figures of the United States Fish Commission, 43 fares, aggregating 1,054,862 pounds of fresh fish valued at \$40,876 and 93,120 pounds salt fish valued at \$2938, a total of 1,095,738 pounds valued at \$43,814, were landed at this port during the month of February and 366 fares, aggregating 6,950,300 pounds of fresh fish valued at \$207,955 were landed at Boston for the same month.

The receipts in detail at each port were as follows:

Gloucester.		
	Pounds.	Value.
Fresh cod	151,311	\$3,464
Salt cod	78,212	2,695
Fresh cusk	53,170	850
Salt cusk	2,510	63
Fresh haddock	571,086	11,626
Salt haddock	2,537	30
Fresh hake	19,448	223
Salt hake	625	8
Fresh pollock	11,820	168
Salt pollock	8,726	106
Fresh halibut	246,827	24,545
Salt halibut	510	36

Gloucester.		
	Pounds.	Value.
Fresh cod	1,373,600	\$50,569
Fresh cusk	166,700	3,766
Fresh haddock	4,801,100	127,821
Fresh hake	362,100	13,181
Fresh pollock	172,600	6,183
Fresh halibut	74,200	6,435

April 3.

FRESH FISH TRADE DULL.

Little Demand for the Small Fares at Boston Today.

The last day of the week finds 26 fresh fish fares at Boston, all but one being shore trips, and some of these are larger than the small off shore fare there in sch. Metamora.

Yesterday the market was very dull there and the dealers were not at all anxious for the live goods at even the low going prices. Today things are about the same, excepting a little flurry on hake, some sales of the latter being made at \$6.

Four of the Provincetown fleet are there this morning, these being the first of the "back of the Cape" fleet to show up at the fish pier this week. It is said that the most of them have been lying in Provincetown waiting for sand eels to strike, and get a supply of them for bait.

Schs. Athena, Richard J. Nunan, Maud F. Silva, Matchless, Annie J. Perry, Flora J. Sears, Victor and Ethan, Leo, Manomet, Flavilla, Ethel B. Penney and Louisa R. Silva have from 10,000 to 23,000 pounds, sch. Richard J. Nunan being high line with the latter amount. The most of the fleet in have small catches.

Haddock are quoted at \$2.50, large cod \$4 to \$5, markets \$2 to \$3, hake \$2.50 to \$6, cusk \$1.50 and pollock \$2.50, with a general dullness prevailing in all lines but hake.

All the market fleet are out on the grounds today, although it does not look like much of a fish day.

April 3.

Had Heavy Gales.

Capt. Engstrom of sch. Agnes of this port, which arrived at Portland on Thursday, reports a succession of heavy gales on the Banks, leaving but little opportunity for fishing. Though exposed to severe weather about all the trip the only damage sustained was the smashing of one dory.

April 3.

ANTIQUATED NAVIGATION LAWS.

Placing American Owned Vessels Under American Registry.

From the incessant complaints of the American Merchant Marine League and the continuous mouthings of subsidy-mongers generally, one would be led to believe that shipbuilding in this country was a vanishing art, a decadent industry.

It is, of course, to be regretted that we have practically no trans-oceanic shipping under the American flag, but for that we have only ourselves to blame. If we want it we can get it without the expenditure of one red cent in the payment of Government bounties, subsidies, subventions, or anything of the kind. All that is necessary is to so amend our antiquated and senseless navigation laws as to allow American-owned vessels engaged in deep-sea fishing, to operate under American registry, no matter where built. If that were done more than six hundred thousand tons of such shipping would at once be brought under the American flag. Domestic shipping would suffer no injury nor would the ship yards. The latter, on the contrary, would be benefited for the reason that they would get no small amount of repair work where they now get none at all.

But be this as it may, to talk in the face of the facts brought out in the commissioner's report, of the need of subsidies to save the American shipbuilding industry from decadence and destruction is to deal in palpable absurdities. An industry which made a record of development during a 12-months of business and industrial depression unsurpassed in the history of the country and which today stands second only to that of Great Britain, needs no government bounties to sustain it. What American shipbuilders and American shipping do need, and all that they need is a "square deal" at the hands of the Government. Take the shackles off the trade and bring some sanity into our navigation laws, and the American shipbuilding industry and American shipping will soon regain the supremacy which they once held. Nothing more is needed, nothing less will suffice.—Virginia Pilot.

Nova Scotia Schooner Overdue.

Considerable anxiety is felt just now in Bellevue's Cove, N. S., over the possible fate of sch. Balzel, which is 36 days out from there, bound for Barbados. Twenty-five days is said to be the limit of time which ought to be taken on the trip. The Balzel is owned by Bellevue Bros. of Bellevue's Cove, and is commanded by Capt. Oliver Bellevue of that place. Philip Comeau, also of Bellevue's Cove, sailed as mate. Besides the captain and mate, the Balzel carried a crew of four men, all of whom belong to the vicinity from which the schooner sailed. The schooner is a three-master, laden with lumber. She left Bellevue's Cove on February 22.

Only One Arrival Here.

There is only one arrival here this morning, sch. Buema coming down from Boston with 20,000 pounds of fresh fish to split. Arrivals here since last Saturday number seven, and of these but two were from off shore.

Quite a large number of men have arrived here from the provinces during the week to engage in the fisheries from this port.

April 3.

Big Codfish.

Henry Ginn, one of the crew of sch. Little Fannie of this port, caught a big codfish off Isles of Shoals yesterday. It was landed at T wharf today, and weighed 55 pounds dressed.

Ice Scarce at Provincetown.

The fishing vessels are finding ice scarce at Provincetown. Several have been at this port recently from there for ice and sch. Nettie Franklin is at Boston today for the same purpose.

Salt Mackerel Imports.

The imports of salt mackerel at Boston, to date, of the catch of 1908 are 42,895 barrels, against 24,206 barrels at this time last year, of the catch of 1907.

April 3.

Good Stock.

Sch. Conqueror, Capt. Robinson Giffin, stocked \$1617 net on her recent haddock trip, the crew sharing \$34 clear.